

DARS TO BE PUT UP

UNDESIRABLE IMMIGRANTS WILL BE SHUT OUT OF THE COUNTRY.

President to Recommend More Drastic Legislation and James E. Watson Will Push His Bill.

REWARD FOR AN ARMY NURSE

MRS. PICKETT APPOINTED POST-MISTRESS AT FORDYCE, ARK.

Representative Holiday Successful in Securing a Place for a Woman Who Took Care of an Indian.

REFORMS PROPOSED, BY SHAW

SECRETARY OF THE TREASURY HAS APPOINTED A COMMISSION.

May Change Methods in Auditors' and Controller's Offices—New Rural Routes.

Special to the Indianapolis Journal.

WASHINGTON, Nov. 14.—The arrival of more than a million immigrants during the past year, most of them of an undesirable class, has aroused the interest of those who believe in restrictive legislation of some kind. There are evidences that President Roosevelt and his advisers in the administration are preparing to take a strong stand on the subject. Not only the coming of the undesirable classes, but the lax methods employed in the naturalization of aliens are to be brought to the attention of Congress in no mild terms in his message at the regular session.

"I am glad to hear that the President will take up the subject of immigration in his message," said Representative Watson. "The admission to this country every year of hundreds of thousands of people who have no sympathy with our form of government and do not identify themselves with its affairs, is a problem that should receive early consideration. The commercialism of the age is even felt in the legislation of Congress. We talk of finance and tariff, but when it comes to discussion of a problem that is certain to make itself felt throughout the length and breadth of the land, we can hardly find a listener. Congress must restrict immigration to this country. The President is wise in discussing the subject in his annual message to Congress."

Representative Watson is the author of a bill now pending which is understood to agree to a large extent with the views on restrictive immigration entertained by the President. "If the measure had been passed in the last Congress," said Mr. Watson, "six out of seven of the immigrants from southern Europe who landed here during the past year would have been barred. We no longer get the desirable element from northern Europe. We now draw on the southern countries. Italy for example sent more immigrants to the United States during the past year than all other countries combined." The Watson immigration bill prescribes an educational test, but does not impose the hardships provided in other measures that have been offered at this time.

There will be a campaign in the present Congress, more vigorous than has ever been known heretofore, to change the law of the undesirable classes from southern Europe, and it will have the strong and enthusiastic backing of President Roosevelt.

Through the efforts of Mr. Holliday, of the 17th Indiana district, Mrs. M. A. Pickett has been nominated by President Roosevelt for the position of postmistress at Fordyce, Ark. Behind this appointment is a story of human interest, showing the strong gratitude of an Indian soldier who was nursed back to health during the civil war by Mrs. Pickett, then a young girl. James M. Campbell, of Bowling Green, Ind., is the veteran who enlisted the aid of Representative Holiday in behalf of Mrs. Pickett. Mr. Green in 1862 was a member of the Indiana regiment which operated in Arkansas during the sixties. After a skirmish in that State in which several of the Indians were wounded, Green and others were cared for by a young woman, who gave them every attention which their condition demanded. A few years ago Mr. Green was informed that his nurse of the war period was in poor circumstances and that she desired the appointment as postmistress at Fordyce. The application was presented to him, and he was so impressed by her story that he immediately introduced a bill for her appointment. The bill was passed by the House of Representatives, but it was not until last week Mr. Holliday took up the case that the bill was passed. Postmaster General Payne, although opposed by the Republican organization of Arkansas, Mrs. Pickett will doubtless be confirmed as postmistress.

The fight will be renewed by the commercial bodies of the country to secure the passage of the law strengthening the hands of the interstate-commerce Commission. A reason given by the Indianapolis Commercial Club, received by the Indiana Commercial Club, is that the bill would express the wishes of commercial men in this connection. It is the desire of the shippers to waive upon the principal clause of the bill, which would determine what the correct interstate-commerce rates when these rates are inequitable or unjust. The reason given by the Indianapolis Commercial Club states that the commission should have the power to determine what change should be made in rate or practice found to be discriminatory or unreasonable, and that the ruling of the commission should prevail until overruled by the courts.

Governor Durbin will dine with President Roosevelt at the White House to-morrow night. The dinner will be informal. In addition to Indiana's executive there will be other prominent men.

Secretary Shaw, of the Treasury Department, has appointed a commission to investigate the methods of procedure in the offices of the auditors and the controller of the department. The object of the inquiry is to bring about reforms in the conduct of the business in offices, which are among the most important in the public service. In view of the wide latitude which must govern the conduct of the controller, he must have the power of final decision in respect to legal matters over the secretary himself, and the auditors' offices being those which deal exclusively with accounts, the accuracy of which is of great importance, it is desired to surround the office with such methods as will enable them to conduct their business, independent of outside pressure. Controller Tracewell and the auditors will undoubtedly watch this effort to give them the power which will further any plan that may be approved by the department commission.

There is an interesting contest at Clay City, Clay county, for the postmastership at that place. Three candidates have

PRIEST IS MISSING.

May Have Been Killed by Italians Whom He Offended.

NEW YORK, Nov. 14.—The Rev. Joseph Cirringione, pastor of a Catholic church in Williams Bridge, is missing and the police are endeavoring to locate him. Recently he had been very active in suppressing vicious Italian resorts, and in consequence had received several threatening letters. He became so annoyed that he reported the matter to the police on Wednesday. On Thursday he was the recipient of a letter which contained a threat that unless \$2,000 was paid by Friday night he would be removed. Last night it is said, two men representing themselves as detectives called on the priest and asked him to leave his house. Father Cirringione was at the Williams Bridge station at 6 o'clock last night. He was warned by Captain Foody not to leave the house under any consideration. Captain Foody and Detective Curry called at the parsonage, residing on East 10th street, and the captain did not countenance the story that bogus officers were there later. However, the priest disappeared last night. Anthony Guilla, a partner of the missing priest's lawyer, received a letter from Father Cirringione to-day which was mailed last night. In it the pastor said that he would be unable to keep his appointment for to-day with Guilla, as he was in great trouble. The missing priest also wrote a letter to another friend, which was received to-day, and in which he wrote that he would be at his friend's office this afternoon, adding, "If God spares my life."

THREE SOLDIERS SLAIN

ATTACKED BY MOROS WHILE ON A BOAT AT MARABOU.

Rebels Beaten Off, but Killed Three Members of the Twenty-Eighth Infantry and Wounded One.

MANILA, Nov. 15.—Since the departure of Major General Wood for Jolo the Moros in the neighborhood of Lake Linao have become very ugly and menacing. At 1 o'clock yesterday the government boat near Marabou was attacked. Three members of the Twenty-eighth Infantry were killed and one was seriously wounded. The Moros were beaten off. The soldiers killed were: SERGEANT J. G. STEPHENS, of Omaha. PRIVATE FRANK BOWSER, of Marabou. PRIVATE ELMER P. BURKE, of Kansas City.

Private Ferdinand Kerthley, of Verona, Mo., was wounded. The Moros, who left for Jolo Nov. 9, took a number of troops from Linao with him, leaving Capt. Henry A. Barber, of the Twenty-eighth Infantry, in command. Communications with Jolo is interrupted.

MOST GIGANTIC OF ALL

COMBINATION THAT WILL REQUIRE BILLIONS OF DOLLARS.

Steel Corporation and All Big Railways to Be Controlled by a Rockefeller-Gould-Hill Syndicate.

PITTSBURG, Nov. 14.—The Post to-morrow will publish a story to the effect that a combination of John D. Rockefeller, George J. Gould, J. J. Hill and other capitalists, has practically secured control of the United States Steel Corporation, and that the acquiring of the New York Central and its feeders by the Rockefeller-Gould interests is in furtherance of a plan to secure control of all railroads from the West to the seaboard, including the Baltimore and Ohio and eventually the Pennsylvania Railroad. The scheme, it is claimed, is a plain business proposition in which the syndicate has undertaken to secure control of the greatest tonnage producer in the world (the United States Steel Corporation), and provide means for its transportation as well as for the immense tonnage made possible by the advent of the Washington and the Pittsburgh coal and coke producing district.

The article claims that the time is not far distant when in its fight against the Pennsylvania Railway the Rockefeller-Gould syndicate will have at its disposal the enormous tonnage of the United States Steel Corporation and of the Pittsburgh Coal Company.

FAILURE IN DRY GOODS.

St. Louis Firm Forced to the Wall by Eastern Banks.

ST. LOUIS, Nov. 14.—An involuntary petition in bankruptcy was filed in the United States District Court to-day against the large dry goods firm of D. Crawford & Co. by three Eastern banks, and the concern was placed in the hands of a receiver, Hugh McKittick, who was appointed receiver. Mr. Crawford and John F. Crawford, co-partners, acknowledged in writing their liability to pay the claims against them and expressed their willingness to be adjudged bankrupts.

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INDIANS DISCHARGED.

Nine Members of the Sioux Tribe to Be Sent to Pine Ridge.

DOUGLAS, Wyo., Nov. 14.—The nine Sioux Indians who were arrested for participating in the fight in which Sheriff Miller and Deputy Falkenberg, of Converse county, were killed, were given a preliminary hearing to-day and were discharged. The testimony showed that Eaglefeather and Black Kettle, who were killed, fired the shots which killed the officers. One witness declared that Jesse Little War Bonnet shot at the white men, and that the others banked up the sides of the prisoners took part in the fight. The Indians will be returned to the Pine Ridge agency.

PROBABLY FATALITY HURT.

Russian Nobleman Stabbed on the Streets in New Orleans.

NEW ORLEANS, Nov. 14.—Picked up in the street before daylight, his clothes covered with blood, Waldemar Sorokoumsky, better known as Baron Von Friesen, is in the hospital probably fatally wounded. He had been stabbed twice. Henry W. Haynes, a collector in front of the windows, and Tim S. Pickens, formerly of Thomaston, Ga., are in jail. Haynes is charged with having done the stinging.

Von Friesen is a Russian and claims to come of a noble family. He receives remittance weekly and is well known in cotton circles.

HE WON'T BE HAPPY TILL HE GETS IT.



SUBURB IN AN UPROAR

ODOR OF BURNING WOOL AND LEATHER IN BRIGHTWOOD.

Silk Shirts and Dress Goods Discarded by Thieves, Found in Alleys and Fields.

DETECTIVES ON THE TRAIL

MORE EMPLOYEES OF THE BIG FOUR WILL BE ARRESTED.

Claim Adjuster Kleeman, of Cleveland, Here to Confer with Officers—Employees Leave Town.

The recent disclosures in the wholesale thefts from the Big Four freight trains is merely a forerunner of the result of the investigation now being conducted by the detectives, and within a few days many more freight conductors and trainmen will be arrested and placed behind the bars at the police station. The new discoveries made by the detectives within the last twenty-four hours have shown that the stealing from the railroad has been general among freight conductors and the rear brakemen, but the freemen and engineer have been found guilty of any wrong doing, as have the front brakemen. At Brightwood, the home of many of the employees of the Big Four, the whole suburb is in a state of excitement over the recent disclosures and many houses have been closed, the wives leaving the city to join their husbands, who dare not return to Indianapolis for fear of arrest.

Several freight conductors yesterday left their trains before they arrived in the Brightwood yards and sent their reports to the yardmaster by their rear brakemen, while they turned their backs on Indianapolis and left for parts unknown. The odor of burning leather and wool could be detected all over Brightwood night before last, and the inference drawn by the detectives is that it was the stolen property burning, was probably correct.

James Stevenson, a saloon keeper, who generally enjoyed a good trade from the railroad men, said yesterday that his business had dropped off 50 per cent, since the railroad steals had been discovered, and he "reckoned" that his best customers had left town in a hurry.

The lunch counter at the railroad men's Y. M. C. A., which generally does a handsome business, scarcely paid expenses yesterday, so many of the customers daring not to return to the city. House after house in Brightwood has been locked and practically deserted by the families of the men who know that to be seen at home would mean arrest and conviction for theft.

Harry C. Edwards, who was arrested several days ago, was yesterday sent to the county jail, but he sullenly refuses to discuss the question of his guilt. His wife will be arrested, and she is said to have secured a second-hand store on East Washington street, within a stone's throw over to the detectives yesterday morning. The engineers and firemen on the Big Four are pleased with the work the detectives have done, and offered yesterday to aid them in every possible manner in getting out the guilty parties. They feel the disgrace of the affair, they say, and wherever they go on the road are pointed out by people who have heard of the thefts that have come to light in this city as possible thieves, which imputations they strongly resent.

RECOGNIZED STOLEN PROPERTY.

In a number of closed houses yesterday the detectives saw through the windows carpets and rugs, as well as curtains and

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- 1-Women in the Union; Acrobats in Training; Odd Fellows Home at Greensburg. 2-The Remodeled Y. M. C. A. Building. 3-Baby's Costly Outfit; The Late Mrs. Booth-Tucker. 4-Editorial Page. 5-King Turkey's Hour is Near. 6-Personal and Society News. 7-Personal and Society News—Continued. 8-Do Cities Cause Insanity; Wall Street Broker. 9-Epicures of Washington; War's Gold Obscured. 10-Live Stock and Local and General Produce Markets. 11-Gossip of Wall Street; Financial Markets. 12-Honors for Hoosiers.

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- 1-The Information Bureau at the Union Station; The Invisible Man; An Expert in Tobacco; Curiosities in State Library. 2-Literary News and Gleanings; Shocked by Electricity. 3-The New Paper Secretary; Sunday School Workers Will Tour the World; Questions and Answers. 4-Theatrical. 5-Int. Cadets do not care. 6-In the Musical World. 7-Stories of the Town; Under the Wire Nose and Nose. 8-The Bald Eagle; Chimney Falls; The Pleasant Apple; The Ohio River Fads. 9-Illustrated Fashions; Casual Comment. 10-The Lady Who Shot the Rapids; Sphinx Lore. 11-A Master of Animals; Memories of Indianapolis Schools; An Advertiser Talks.

FOOTBALL RESULTS YESTERDAY.

Table with columns for team names and scores. Includes Indiana Colleges and High Schools, Louisville, Columbus, etc.

White Girl Kills a Nigger.

PARKERSBURG, W. Va., Nov. 14.—Mabel Barnes, a white girl, lay in wait in a dark street to-night for Percy Jones, a colored girl, attacked her with a knife and cut her throat, killing her almost instantly. The two girls were in love with a colored man and jealousy of the colored girl prompted the Barnes girl to the crime. The Barnes girl is under arrest.

MUST KEEP HANDS OFF

COLOMBIANS WILL NOT BE PERMITTED IN PANAMA.

United States Has Determined There Shall Be No Fighting Anywhere in the New Republic.

AN ATTACK NOT PROBABLE

NO ARMY CAN WELL MARCH FROM BOGOTA TO THE ISTHUS.

Too Many Topographical Obstacles to Overcome—Attitude of the Administration Made Clear.

WASHINGTON, Nov. 14.—The State Department has no knowledge of the marching of any army from Colombia upon the isthmus and the officials state that were any such movement in progress it would certainly be informed by its agents in the south, the cables being still open. These officials scout the idea that any such march is in progress, as the President of Colombia is reported to have described to the President of Ecuador. It is assumed here that the "army" said to be marching on Panama was nothing more than the few men, perhaps 500 all told, who were about to embark at Buena Ventura a few days ago when they were turned back from the isthmus by notice of the determination of the United States naval commanders to allow no landings in that quarter. These troops cannot reach the isthmus by water and the officials here are positive they cannot do so by land. The character of the country is such that there is no subsistence for an army on the route of the wild mountain trails and the passages through the morasses that lie between Colombia proper and the isthmus. Even if there were subsistence, the trails are so rough that it would require many weeks or even months for even a small army to make the journey.

But there are more than physical obstacles in the way of the approach of an army upon Panama. The officials do not care to express publicly their plans, but enough has been gleaned from the instructions given to our naval commanders to make it evident that never again will the isthmus become the seat of warfare so long as the United States government can prevent it. The difference between the present situation on the isthmus and that which existed last year, when Commander McLean prevented armed troops from crossing the isthmus by rail, is just this: The authorities have now determined to extend the lines of protection to the railroad. They will not allow hostile forces, no matter whether they are Colombian or Panama troops, to come into collision anywhere near the railroad, and to prevent such collisions it will be necessary to extend the neutral zone clear to the north and south boundaries of the Republic of Panama. Officials here will make such a statement publicly. They simply say: "Wait till the emergency arises," but it is known that such were the plans of the naval commanders, and, as there is no indication of a change in these plans, not the slightest apprehension is felt here of the encroachment of any Colombian army upon Panama. The United States navy has about 2,000 marines available for use on the isthmus.

NAVY DEPARTMENT ADVICES.

It is said at the Navy Department that the only news received over night from the isthmus of Panama was a brief dispatch from Rear Admiral Glass announcing the arrival at Panama yesterday of the monitor Wyoming. That vessel left Acapulco in company with the cruiser Marblehead and the gunboat Concord, but was not able to keep pace with them and so they parted company. The other vessels arrived at Panama several days ago. There are now seven vessels guarding the interests of the United States on the isthmus of Panama. Of these four are on the Pacific side, the cruisers Boston and Marblehead, the gunboat Concord and monitor Wyoming. So far as known no other naval vessels except possibly colliers or supply ships will be sent to the west shore of the isthmus for the present.

On the Atlantic, or east side of the isthmus, are the cruiser Atlanta, the gunboat Nashville and the training ship Dixie. This fleet will be reinforced in a day or two by the monitor Albatross and the training ship yacht Mayflower. Rear Admiral Coghlan, commanding the Caribbean squadron, Rear Admiral Walker, president of the Isthmian Canal Commission, and Consul General Gudgeon, who, it is expected, will be given diplomatic powers at Colon, are passengers on the Mayflower. That vessel is expected to reach her destination to-morrow or Monday and the Mars should arrive there this evening.

STANDARD TIME LEGAL.

Important Decision in an Insurance Case at Louisville.

LOUISVILLE, Ky., Nov. 14.—Judge Gordon, in Common Pleas Court, to-day decided, in the case of two paint and lead houses against an insurance company seeking to enforce the collection of a policy, that standard time should be considered official, by reason of usage. The insurance company contended that the prevailing time in Louisville when the contract form for the policy was printed, and that this could determine whether "noon" solar time or "noon" standard time was meant.

HE WANTS DUCK.

Grover Cleveland Forgot Politics When He Stated on Hunting Trip.

NORFOLK, Va., Nov. 14.—Former President Cleveland, accompanied by Dr. Paul Vandeyck, of Princeton, Andrew D. Jones and Ernest Gittings, of Baltimore, arrived at Norfolk to-day and left shortly afterward for the Back Bay Gunning Club as the guests of Joseph Seelinger, president of the club. "When I started out on this trip I forgot politics and began to think of ducks," said Mr. Cleveland.

MISSED THE STRONG BOX.

Burglars Locked Watchman in Jail with His Own Keys.

MAPLETON, Ill., Nov. 14.—Three robbers early to-day held up the town night watchman and locked him up in the village jail with his own keys. They then broke into the First State Bank and escaped with \$20 in pennies, having failed to get into the strong box containing \$2,000.

REASONS ARE SET OUT

BYERS SHOULD HAVE DONE ONE OF TWO THINGS.

Yardmaster Hicks Was Not Notified and There Were No Signals on No. 34.

ONE BEQUEST TO CHARITY

WILL OF W. L. ELKIN, WHO LEFT AN ESTATE OF \$300,000.

Provision Made for Founding Asylum for Orphaned Freemasons, but Not for Supporting It.

PHILADELPHIA, Nov. 14.—The will of William L. Elkin, the financier, who died last Saturday, was filed for probate to-day with the register of wills of Montgomery county. The value of the estate was not mentioned in the document, the sum stated being \$100,000 and upwards. The testator's fortune is estimated at from \$25,000,000 to \$30,000,000.

The only bequest to charity contained in the will is the sum of \$20,000 to be devoted to the erection of an institution for female orphans of Freemasons upon the plot of ground devised for the purpose. The testament makes no provisions for the maintenance of the orphanage. The will directs that the asylum be conducted and managed by the Masonic Home of Pennsylvania.

The Elkin art collection is bequeathed to the city of Philadelphia after the death of testator's last heir. The bulk of the estate goes to Mrs. Elkin's family and relatives. His house and its contents at Ashburne are bequeathed to his widow, who will also receive \$100 to dispose of as she may decide and \$100,000 annually. The largest individual bequest is made to Marie Louise and her children, his grand-children, who will receive \$1,000,000 each upon attaining their majority. His coachman and valet also each bequeathed \$1,000.

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MANY WITNESSES HEARD

SEARCHING INVESTIGATION MADE BY THE CORONER.

Verdict Rendered After Going Over All the Evidence—Train Crew Not at Fault.

After spending two weeks in an investigation to fix the responsibility of the wreck of the Purdue special train Saturday morning, Oct. 31, examining perhaps one hundred witnesses on different phases of the matter and in general probing to the very bottom of the affair, Coroner Harry D. Tutewiller has decided that Chief Train Dispatcher B. C. Byers, of Kankakee, Ill., is to blame.

In point of time spent it probably took longer to sift the mass of facts than in any previous investigation. Coroner Tutewiller and his chief deputy, Dr. John F. Gels, gave the investigation their whole attention, working night and day in collecting evidence.

CORONER'S REASONS. Coroner Harry D. Tutewiller and Deputy Coroner Dr. John F. Gels give the following reasons for the verdict fixing the responsibility of the wreck of the Purdue special Oct. 31: "The responsibility must be placed on the shoulders of the chief train dispatcher, B. C. Byers, at Kankakee, Ill., because it was his duty to protect the two special trains sent out from Lafayette that day, in either or both of two ways. He should have notified General Yardmaster John Q. Hicks or he should have placed signals on the regular No. 34, which left Lafayette seven hours and five minutes in advance of the first special.

BLAME RESTS ON BYERS

Coroner's Verdict Says Kankakee Train Dispatcher Failed to Do His Full Duty.

ALIBI PROVED FOR GREEN.

Mount Vernon Negro Accused of Assault Fully Identified.

NEW YORK, Nov. 14.—Edward Green, a Mount Vernon Negro arrested a few days ago on the charge of having attempted to rob and assault a young white woman employed as secretary by former State Senator I. N. Mills has been acquitted.

Green was incensed with lynching by the people of Bronxville Wednesday night after the girl had positively identified him as her assailant. Now the citizens are thankful that they waited until the case was tried. Mayor Fiske and members of his family testified that Green was at his house on a political mission at the hour the assault occurred.

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"If he had done either the wreck would never have occurred. Testimony showed that it has been invariably the case that the chief train dispatcher had notified the yardmaster of the running of special trains, not merely to facilitate operations, but for the protection of these trains. Witnesses could not recall a single instance where the chief train dispatcher had not given such notification. John Q. Hicks testified that it was not a rule of the railroad company that such notifications should be given the general yardmaster, but that it had been the custom, and he could not recall a variation from that custom.

COULD HAVE BEEN PREVENTED. "After his failure to notify Yardmaster Hicks Chief Train Dispatcher Byers could have prevented the catastrophe by placing signals on the regular No. 34, which left Lafayette seven hours and five minutes in advance of the first special.

No blame was attached by the coroner to Engineer Shumaker and Conductor Johnson of the wrecked train, for the following reasons, as given by Mr. Tutewiller: "Trainmaster Maloney, of Kankakee, testified that he was a passenger on the second special train. He said that it left Lafayette fifteen minutes after the first special and followed it one block distant, a difference in time of fifteen minutes, all the way from Lafayette to North Indianapolis. The significance of this testimony is that the second special would have, undoubtedly, run through the city at the same rate as the first; in other words, both trains had certain time requirements to conform to, and the crews of both trains had every right to expect full protection and clear tracks. The opinion of General Superintendent Van Winkle and Division Superintendent Paquette cannot be considered in for the foregoing reasons."

Chief Dispatcher Byers did one thing which he was expected to do. He notified the Union station that the special trains were coming and the station master cleared the tracks for them. It was because of this notification that the Cincinnati, Hamilton & Dayton switch engine crew knew of the approach of the specials, while the Big Four employees had such knowledge.

VERDICT IN FULL.

Coroner Tutewiller Fixes the Blame on Train Dispatcher Byers.

The coroner's verdict in full follows: "I, H. D. Tutewiller, coroner of said county, have examined the bodies of J. C. Coats, C. A. Drollinger, C. E. Furr, C. G. Grube, Jay Hamilton, W. D. Hamilton, Jr., J. Powell, B. F. Price, E. Christopher, Chicago & St. Louis, and heard the testimony of the witnesses, which said testimony is hereto attached. "Inasmuch as the primary cause of death is the same in all the above cases, I have concluded, in order to obviate the necessity of a separate finding upon each case, to make a finding covering the death of all. The specific cause of the death of each of said persons is made known in the certificates hereinafore set out.

"I find that said persons came to their deaths by reason of a collision between switch engine No. 84 and a cut of coal cars attached, going north on the main track of the Cleveland, Cincinnati, Chicago & St. Louis Railroad Company, and an extra passenger train going south on the same track, consisting of engine No. 32 and certain passenger cars, which cars were filled with students of the Purdue University and their friends, among whom were said deceased persons.

TIME OF COLLISION.

"Said collision occurred on said main track of said railroad between Motion place and Northwestern avenue at about 1 o'clock A